

Appendix A

Draft SEIS Public Information Meeting Notices, Advertisements, and Transcript

NOTICE OF AVAILABILITY AND ISSUANCE OF DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

A Draft Supplemental Environmental Impact Statement (DSEIS) for the proposed extension of Bear Creek Parkway is being issued. This Draft SEIS will lead to a Final Supplemental Environmental Impact Statement that will supplement the City of Redmond's 1995 Final Environmental Impact Statement with specific, project level information regarding alternative routes for the extension of Bear Creek Parkway.

DESCRIPTION: Extension of Bear Creek Parkway, File Number L030365. The City of Redmond's 1995 Downtown Transportation Plan identifies an extension of Bear Creek Parkway to the west and north, connecting Redmond Way. The extension supports the City's efforts to continue developing continuous, multi-modal transportation connections in the downtown. In evaluating this connection, environmental issues have been identified that warrant an analysis of alternative routes to make this connection. As a result, the City has determined that a Supplemental Environmental Impact Statement is needed to evaluate these alternatives before the extension can be constructed.

LOCATION OF PROJECT PROPOSAL: City of Redmond, downtown. The project is a linear corridor that will connect Bear Creek Parkway to Leary Way and Redmond Way.

PROPONENT: City of Redmond, Washington.

DRAFT SEIS AVAILABLE: The DSEIS is available for review at the City of Redmond's Public Works Department on the third floor of the City of Redmond's City Hall. City Hall is open from 8 to 5 PM, Monday – Friday, and is located at 15670 NE 85th Street, Redmond, Washington. The document is available for purchase for \$50.00 through the City of Redmond's Permit Center on the first floor of Redmond City Hall, which is open from 9 to 5, Monday – Friday.

PUBLIC MEETING: A public meeting will be held on Monday, April 19, 2004 to allow interested parties an opportunity to learn more about the alternatives and about the Draft Supplemental Environmental Impact Statement. The meeting will begin at 6:30 PM in the City of Redmond's Senior Center at 8701 – 160th Avenue NE, Redmond, Washington.

PUBLIC COMMENTS: Written public comments regarding the Draft Environmental Impact Statement must be submitted by May 7, 2004.

LEAD AGENCY: City of Redmond

RESPONSIBLE OFFICIAL/TITLE: Roberta Lewandowski, Planning Director

Signature Roberta Lewandowski Date: _____ Phone: 425-556-2447

RESPONSIBLE OFFICIAL/TITLE: ^{For} Dave Rhodes, Public Works Director

Signature Dave Rhodes Date: 3/24/04 Phone: 425-556-2705

Address: 15670 N.E. 85th Street, Redmond WA 98052

For more information regarding this proposal or this Notice, please contact:

Kurt Seemann, kseemann@redmond.gov, 425.556.2881 or Geoffrey Thomas, gthomas@redmond.gov, 425.556.2445

Date Issued: March 29, 2004

RECEIVED

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PARSONS BRINCKERHOFF

The draft EIS is also available online beginning 4/2/04 at www.redmond.gov/connectingredmond. It can be found on the right side of the screen under "What's New?".

See the results & tell us what you think
at the Bear Creek Parkway Extension

Open House

Monday 19 April 2004

6:30 — 8:30 PM

Redmond Senior Center

8703 160th Avenue NE



Catch a brief presentation about the alternatives,
the evaluation and the results at 7:00 pm.



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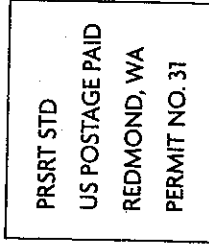
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POSTAL CUSTOMER

For additional information, please contact:

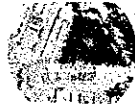
Geoffrey Thomas.....425/556-2445

Kurt Seemann.....425/556-2881





Alternatives have been evaluated...



Bear Creek Parkway Extension



...most influential Shiite leader.

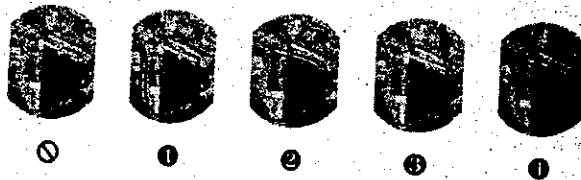
for help.



Bear Creek Parkway Extension



Alternatives have been evaluated...



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8703 160th Avenue NE, Redmond



Catch a brief presentation about the alternatives,
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For more information, please contact Geoffrey Thomas at 425/556-2445 or Kurt Seemann at 425/556-2881.

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Bear Creek Parkway Extension



Alternatives have been evaluated...



See the results & tell us what you think

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connecting
REDMOND

Bear Creek Parkway Extension

Open House April 19, 2004

Name (please print clearly)	Organization (if any)	Mailing Address (Street, City, Zip)	Phone	E-Mail
1 GEOFFREY THOMAS	City of Redmond	MS: CHPC	X 2445	gthomas@redmond.gov
2 SAI ISRAEL	Redmond Ag.	8454-SE 63rd N. D. W.	206-232-5254	
3 Bertha Fades		16109 N.E. 57th St., Redmond	425-885-3892	pearles@redmond.gov
4 Glenn Fades		"	"	"
5 LINDA HUSSEY	K.I.S.	12323 180th AVE Red 98052	425-882-1896	ly.hussey@redmond.gov
6 JIM STENGLAMP	AM. LIAISON UNIT	9320 16th PL, NO. RAPT 98052	425 881-8840	
7 Shawn Alexander		3923 148th AVE NE #C Bellevue 98004	425-883-2752	shawn.alexander@redmond.gov
8 MARTYN STEWART	NATURE SOUND	5510 266th AVE NE REDMOND 98053	425 766 4251	MIDDOY P KATMAIL WAP
9 TIM KASTNER		92631 NE. ADAMS CREST DR. #201	425-868-8499	OTTERDAVER@redmond.gov
10 JOHN HAMMES SMITH	ENTRANCO	8211 135th PL NE, Redmond 98052	425-454-5600	hammer@redmond.gov
11 BILL BLACKBURN	King County	3122 181st Ave NE, Redmond 98052	425-861-4988	WBLACKBURN@redmond.gov
12 LAURIE D'ALESSANDRO	Time Oil Co	PO Box 24447, Seattle WA 98124	206-255-2440	lalessandro@timeoil.com
13 DAVE BANKS		6415 156th PL NE REDMOND 98052	425 869 5122	dajeb@earthlink.net
14 Joe Engman	Vets Edg	4002 W. Lk. Sam. Pkwy NE A-4	425 885 1832	Joe@vetsedg.org
15 Tim McGivley	Audubon	13450 NE 100th St. Kirkland	828-4036	
16 David D. Caporale			425-447-1466	
17 MIKE LEWIS		23425 SE Allen Nugget Rd Issaquah	425-637-2786	
18 Jean Henry		16211 NE 116th St Redmond	425 885-1168	
19 Holly Placenta		52413 7th Ave NE Red		HollyPlacenta@redmond.gov
20				



connecting
REDMOND

Bear Creek Parkway Extension

Open House April 19, 2004

Name (please print clearly)	Organization (if any)	Mailing Address (Street, City, Zip)	Phone	E-Mail
1 ANGELA ELLERSON		8710 - 171 ST AVE NE REDMOND	425- ⁴³⁵ 1973	ZINCARA@comcast.net
2 BERYL STANDLEY		8219 - 172 ND AVE NE REDMOND 98052	425- ⁴³⁵ 1757	berylstandley@igall.net
3 Donald Norman	WWE	2112 NW 199th Shoreline WA 98177	206-542- ¹²³⁵	donnorman@aol.com
4 RAY AUSTACH	-	16211 NE 90TH CT	425-882-2086	Ray.austach@aol.com
5 Ryan Alexander		4214 W. 1K. Sammamish PKY NE #205- ⁹⁸⁰⁵²	206-715-1552	Ryan.Alexander@bathnath.com
6 MIKE ROBERTS	ENTRANCE	10700 NE 25TH ST, #300-BLVD	425-974-8034	ROBERTS@ENTRANCE
7 Phil + Julie Roe	-	17819 NE 26th St. Redmond 98052	425-883, 4228	philroe@princepiac.edu
8 Miguel Llanos	Redmond Historical Soc	10601 184th Ave NE	425-864-9826	miguel.llanos@msn.com
9 Kris Colt	Trails Commission	19915 NE Redmond Road, Redmond 98053	206-553-4016	colt.christina@erpa.gov
10 David Rossiter		15719 NE 95th Way Redmond 98052	425-881-8216	David@casandra-sys.com
11 Lisa Tracy	Tracy Family	116415 NE 107th Pl. Redmond, WA	881-0712	
12 Jay Hummel	Both Hill	2600 116th Ave NE #100 Bellevue WA 98004	425-885-6075	jhummel@nethill.com
13 Timon Sinclair		2620 - 181 Ave NE Redmond 98052		
14 Katherine Casseday	David Evans Assoc.	415 110th Ave SE, Bellevue 98005	425-519-6500	KXC@deame.com
15 Gary VanWieringen		12542 - 237th Way NE, Redmond 98053	425-896-1005	
16 John Marchione	City			
17 CAROL SARNA	NELSON PROP	P.O. BOX 461, REDMOND 98073	425- ⁴³⁵ 7831	CSARNA@NWLINK.COM
18 Hank Margeson		16135 NE 112th St Redmond 98052	425- ⁴³⁵ 1634	hank@verizon.net
19 Jeff Gremmet		15728 NE 105th Redmond	425-536-0222	
20 Jane Standland	Windermere	16261 Redmond Way	(206) 389-9044	jane.standland@...



connecting
REDMOND

Bear Creek Parkway Extension

Open House April 19, 2004

	Name (please print clearly)	Organization (if any)	Mailing Address (Street, City, Zip)	Phone	E-Mail
1	DUANE NAKANO	resident	7250 Old Red. Rd. #133	425-861-9270	DNAKANO@ZETIC.COM
2	John Reshe	City			john@reshe.com
3	Barbara Dickson	City	5023 W.L.K. Sam. Hwy NE	425-883-3063	SPRINGER@UNIVERSITYOFFLORIDA.EDU
4	Deen Tyer		15634 NE 95th Way Redmond	425-881-6482	qtyler@bnp1net.com
5	GINA BECK	Bus. Owner	116651 Redmond way	425-885-5888	
6	Aleissia Kuchler	the paper	7415 Old Redmond Rd		
7	Pat Vach	Redmond	11459 171st Pl NE	883-2324	
8	Lorena Mary Snodgrass	Park Rd + Planning	11416-172nd Ave NE Redmond	883-4357	
9	Dan Garcia	City			
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**CITY OF REDMOND
OPEN HOUSE
BEAR CREEK PARKWAY EXTENSION PROJECT
April 19, 2004**

PURPOSE: Highlight results gathered from technical analysis of the five alternatives under study in the Draft Supplemental Environmental Impact Statement (DEIS)

Prior to the beginning of the meeting, two individuals expressed their opinions.

Laurie A. D'Alessandro, Director, Real Estate & Property Management, Time Oil Co., 2737 W. Commodore Way, Seattle 98199, said the company owns property at 7725-159th Place NE, Redmond. They have worked hard to get the property in an environmentally sound condition to sell. It was under contract for sale to Legacy Partners for over \$800,000. Escrow was supposed to close by March 31, 2004, but did not due to the uncertainty of the outcome of the Bear Creek Parkway Extension Project. Under the various alternatives, the project would take a significant portion if not condemn all of Time Oil's property. Only Alternative 3 does not affect the property. There are other parties interested in purchasing the property subject to the outcome of Bear Creek Parkway Extension Project decision. That is putting Time Oil in a difficult position, because their hands are tied for any future use or sale of the property until a firm decision is made. They hope the Council recognizes the fair market value of the properties, and how the lengthy time it is taking to make the decision adversely affects property owners and their ability to have the properties developed for a higher and better use.

Kris Colt, member of the Redmond Trails Commission, spoke in favor of Alternative 2 or Alternative 4 – Alternative 2 because it has the least impact on the Burlington Northern Trail that the City will hopefully acquire; Alternative 4 allows better vehicle traffic as long as it slows down so trail users can safely cross, especially young children.

WELCOME/OVERVIEW OF PROJECT

The meeting was opened by Mayor Rosemarie Ives at 7:10 p.m. She said this workshop represents the next stage in refining future mobility for Downtown Redmond, and we are asking people to think about what they want for the future of Redmond, the needs of the future and how to do that in the most responsible way for our city. She said the City Council feels strongly that it wants to continue to look at Bear Creek Parkway and study scenarios for the corridor.

BACKGROUND INFORMATION/CURRENT CONDITIONS/ENVIRONMENTAL PROCESS

Kurt Seemann, Project Manager, said this work comes out of work for the Downtown Transportation Master Plan that concluded about two years ago. At that time, people wanted a connected downtown and a place for pedestrians. As a first step, Council directed staff to look at connecting Bear Creek Parkway on the west end at Redmond Town Center (RTC) and the

Workshop Tavern. When staff initially talked to the Council, we thought the project would be fairly straightforward, but as we got into it more it was apparent it was a very complicated issue. At that point, staff proposed a Supplemental Environmental Impact Statement (EIS) process that gave us a chance to look at the additional environmental, traffic and other impacts, and hear from the public. The Draft EIS has been issued, and the comment period will continue until May 7. At the end of the comment period staff will pull all of the information together, evaluate it and meet with Council to begin the work on selecting a Preferred Alternative.

Chris Wellander, Project Manager Parsons Brinckerhoff, introduced the Project Team – Kirsten Campbell, environmental lead; Toni Lowe, traffic analysis; Bill Leider, civil engineer; Don Norman, wildlife consultant; and public involvement consultants Rebecca Baker and Jane Smith. Mr. Wellander showed slides illustrating the alternatives, the work that has been done, and future direction.

PROJECT ALTERNATIVES

Mr. Wellander outlined the main points of each of the alternatives, and described what was found out during the analysis:

- No Action
- No extension of Bear Creek Parkway
- No direct environmental impacts
- Inconsistent with the city's transportation plans
- Eventual deterioration of traffic circulation through and around the downtown
- Does not contribute to the downtown becoming more "people friendly"
- Does not facilitate improved transit connections

Alternative 1

- Follows a southern alignment; connects to and widens 159th Place NE
- Impacts Redmond Town Center open space and trail
- Stays furthest away from heron rookery
- Improves traffic circulation
- Negatively impacts parking and non-motorized transportation
- Requires widening of Leary Way Bridge
- Estimated cost - \$30 million

Alternative 2

- Follows an alignment parallel to Burlington Northern/Santa Fe Railroad
- Would require widening Leary Way
- Adjacent to northern perimeter of heron rookery
- Involves loss of some large trees and business displacements
- Improves traffic circulation – provides an additional east-west connection
- Estimated cost \$27 million

Alternative 3

- Follows north-south alignment connecting to 161st Avenue NE
- Requires widening of Leary Way to provide appropriate turn channel
- Adjacent to a corner of the heron rookery
- Involves loss of some large trees
- Provides more direct transit connection between SR-520 and downtown park and ride
- Shows least benefit to downtown traffic circulation
- Lowest cost alternative - \$25 million

Alternative 4

- Combination of Alternatives 2 & 3 – includes both east-west and north-south alignments
- Follows the northern perimeter of heron rookery
- Involves loss of some large trees and business displacements
- Provides more direct transit connection between SR-520 and downtown park and ride
- Most benefit to traffic circulation
- Highest cost alternative - \$35 million

Mr. Seemann said additional information is available on the City's website at <http://www.redmond.gov>

COMMENTS/QUESTIONS FROM THE AUDIENCE

- *How does Alternative 3 or Alternative 4 improve transit connections?*
Mr. Seemann said the document compares travel times from the downtown park to SR-520 ramps, and would save about 3-5 minutes.
- *Does the price include right-of-way purchase?*
Mr. Seemann answered yes, but at this level we haven't done a lot of detailed design. The rule of thumb is about \$40 per square foot. As we select the Preferred Alternative we will have better costs.
- *Is it possible to phase Alternatives 2 and 3?*
Mr. Seemann said the projects are very expensive. There might opportunities to phase these projects, but we haven't looked at that at this point. There are two questions for the community and the Council regarding the Parkway – is this the right project to do as an important first step in implementing the Downtown Plan? If the answer is yes, then the second question is which of the routes is the best alternative.
- *What about the other end of Bear Creek Parkway?*
Mr. Seemann said that is in the area of Bank of America. He explained that we started on this end because Council asked us to look there first. The reasoning is that there are no connections to the north at the end of Bear Creek Parkway, so

starting at this end makes sense. Bear Creek Parkway connects to Redmond Way, and how well it does that has to be looked at as a next step.

- *There was a question about travel times.*

Mr. Wellander said travel time is projected as part of the analysis for the alternatives and shows that Alternatives 1, 2 and 4 improve east-west and north-south. For Alternative 3 the change is only a few minutes per trip, and the question is whether it is worth saving that amount of time. If you multiply by the number of vehicles per day, over a few years it starts to add up. We haven't done that at this point.

- *How confident are you about the accuracy of travel time projections? If you build something it will fill up with traffic.*

Mr. Wellander said the information is useful, but when you look at the future the best you can do is identify a range and do a comparison between the alternatives. It's true that building it means it will fill it up, but there is limited capacity in trying to change the nature of the downtown, and if we don't do it there will be severe levels of congestion fairly soon. If it is implemented, there will be a higher capacity facility that people will have a choice of taking to get around the downtown.

- *There was a wildlife study for the heron rookery. Why wasn't one done for the Redmond Town Center Open Space?*

Mr. Wellander said wildlife activity was taken into account, but not in as detailed a manner as the heron rookery, because it was known from the outset that the heron rookery was a big concern, and the alternatives were altered because of that. We weren't scoped to do a wildlife study, and we felt it wasn't necessary to know the impact to the wildlife that uses that area.

Kirsten Campbell, environmental lead, added that at this level we didn't do the detailed kind of survey that was done for the Open Space area. We acknowledge there is habitat there for a number of species. Once a Preferred Alternative is selected we will be doing a full Biological Assessment. As part of Alternative 1, which does affect the ponds, we are trying to look at ways to make those ponds more attractive to wildlife in the mitigation. Don Norman, wetland consultant has suggested ways to change the slopes of the ponds to make them more accessible to different species.

- *Did you look at future development that might be in the planning stages. In the 159th Place NE area there are several high-rise condominiums being planned.*

Mr. Wellander said in terms of development and future traffic volumes, it was done with a traffic model that uses future land use and looks at how much traffic would be generated.

- *If the development is going to occur anyway, and generate this amount of traffic, would these alternatives help accommodate that traffic?*

Mr. Wellander said yes, development is going to occur. The "No Action" does show higher levels of congestion and slower traffic speeds.

- *The typical cross section doesn't show any bike lanes on either side, but there are SR-520 bike lanes.*

Mr. Wellander said the cross section doesn't show that, and we did not assume there would be bike lanes. At this point, because there were parallel facilities, particularly the Burlington-Northern right-of-way, we didn't assume there would be bike lanes on this new piece of Bear Creek Parkway.

- *What are the rules of compensation for the adjacent property owners that would be severely impacted?*

Mr. Seemann said he would defer to Debby Wilson, the City's Real Property Manager, the person who could best answer questions about compensation for property owners. He encouraged anyone who is potentially an affected property owner to contact her.

- (could not hear the question)

A big part of what we did on the Downtown Transportation Master Plan was to create a more pedestrian-friendly downtown. This project was one of the projects on the list to start implementation of the Plan, and the Council selected it as the most important. The urgency is open for debate relative to other projects in the City. He encouraged people to share those kinds of comments with us and with the Council. He said we are working on the Citywide Transportation Master Plan, an attempt to look at all the transportation projects throughout the City and prioritize them to agree on the most important places to spend our transportation dollars.

- *I disagree that any of the alternatives other than the "No Action" alternative are consistent with the Downtown Transportation Plan. The desire is to have pedestrian-friendly, healthy, prosperous downtown. When the transportation analysis was done, were any assumptions included about the completion of SR-520/SR-202?*

Mr. Wellander said we did the transportation analysis for a 20-year future horizon, and it was assumed the Nickel Package Improvements would be in place, which included widening SR-520 between West Lake Sammamish Parkway and SR-202 by two lanes. It also included improvements to the SR-202 interchange, with a flyover ramp to westbound SR-520.

- *Is the \$40 per square foot for right-of-way acquisition just for land, and not improvements?*

Mr. Seemann said at this level it was an order of magnitude estimate so that we had some dollar value there for right-of-way. He didn't know if it included actual impacts to businesses. He encouraged the speaker to contact Debby Wilson.

- *What kind of impact to the City Budget is \$35 million?*

Mr. Seemann said there is a transportation budget, but he wasn't familiar with all the numbers. The City has allocated a large sum of money to transportation improvements, but we are asking for direction from the community on the amount.

Rebecca Baker encouraged people to wish to comment after the open house to leave their name and address so staff can contact them to provide that information.

WE WANT TO HEAR FROM YOU

Bill Blackburn preferred Alternative 4, phased in at least two phases, to spread the cost around. He said if we are going to build the kind of downtown people say we want, we have to have a relief valve for the traffic that is there now – something that goes around downtown, like the Bear Creek Parkway Extension, or something else. The two are connected. What is the cost of lost businesses and lost business if nothing is done to make access to downtown easier for our citizens and others?

Duane Nakano, 7250 Old Redmond Road #133, Redmond, said he has lived in Redmond since 1989, and attended workshops a couple of years ago. He said he has come around 180 degrees, because in the workshop most of the participants were told to assume nothing improved on SR-520 as it goes over Sammamish River to the east where it connects with Avondale Road. Many people thought we needed to make a faster arterial to skirt downtown Redmond in order to make it a more walkable place to spend time. Now the state is going to improve capacity, and that negates a lot of the reason he supported widening improvements. The primary reason is that any improvement in Alternatives 1 through 4 have the negative impact of making a mini-freeway through Redmond in order to give residents and non-residents a faster way to go through our downtown or skirt around it. The improvement in travel times east-west through Redmond of one or two minutes in each direction compared to the "No Build" alternative is so insignificant the \$35 million would be better spent doing other projects in Redmond that have more "bang for buck", including improving north-south connections across the Burlington-Northern right-of-way, and changing the current one-way streets to two-way, which is already in the Transportation Plan. We don't need the Bear Creek Parkway Extension before we change the couplets; those changes should come first so we can see how they impact travel times, and then come back to the Extension. Also, give also give the state time to do their SR-520 project between the Sammamish River and Avondale Road. We need more non-theoretical changes so we can hypothesize rather than all the assumptions for a fairly expensive project that might not have any long-term benefit.

(speaker did not give her name) favored the "No Build" alternative because of environmental impacts. She was concerned that the more we build the more future development we will have. Building the extension won't solve the transportation problems; the only thing that will is changing people's habits of transportation. She supported carpooling, the proposed monorail and

public transportation. In talking with a Councilmember tonight, she learned that the Council and Mayor are using public transportation – they are practicing what they preach, and are setting good examples and sacrificing their convenience for the sake of the environment. The Councilmember said each person can make a difference. They said it would cost \$25,000 to build a shelter at a bus stop, compared to millions for road improvements, and by the time we get around to building the improvements the cost will have increased. She would like to “soft pedal” it, and if we do it, use a phased approach – east-west first, then north-south, not full bore ahead with any of the alternatives.

In summary, she would prefer the “No Build” alternative, but to be realistic, we will probably do something; we should just do less. It was said that if we do a phased approach and not widen the area right away maybe people will think it is enough and we won’t have to do so much. She was pessimistic about how we are trying to have it both ways – we want our environment and our convenience.

Lisa Tracy, 16415 NE 107th Place, Redmond, was concerned that for a savings of 3-5 minutes commute time, even if it is multiplied exponentially \$35 million is expensive. The reality is that whatever we build will be full in 5-7 years – we have to find other solutions. She commented on each of the alternatives.

- Alternative 1

Ms. Tracy was concerned that the presentation avoided the impact on businesses. It discusses parking, but the reality is that if a business has no parking lot they can’t be a business by City Code, and you are being unfair to the public when you choose to omit that. A comment was made on the “No Action” alternative that it doesn’t contribute to the downtown becoming people-friendly, yet if you do nothing, all the people who currently use the open space will continue to use it.

Alternative 1 also includes an expense to move the drainage ponds. If you wanted us to consider the fact that you were going to move them, and there would be impacts to wildlife, the responsible thing would be to include that information in the presentation so people could make an accurate judgment. The cost is not just in monetary dollars, it is also a cost to the environment.

The presentation didn’t clarify how many businesses would be impacted. The reality is that 99% of the businesses that are displaced cannot afford to move within Redmond city limits. She was opposed to displacing businesses for a public gain that hasn’t been proven to have value as yet. If we offered enough money for them to re-establish their business somewhere else in the City or a trade of land, that would be different. It is our responsibility to be fair with everyone who lives and owns in Redmond.

- Alternative 2

This alternative preserves a majority of businesses on 159th Place NE, but impacts Saturday Market, and noise levels at the School District building, Workshop Tavern and the car businesses. Is it possible to move the new junction to the west to give the Workshop the clearance currently proposed for the School District Building? It would afford Saturday Market and the Workshop Tavern its space and maintain its business. It would also preserve more trees.

- Alternative 3

Ms. Tracy requested the same western movement of intersection to preserve all of the businesses where possible and the Saturday Market space. She said the Gossard Lumber space is probably happy to sell, and the B&B Complex might also be willing to sell, because he would still have the ability to divide his property, raise the rent and still make a profit. It would provide a connection to the park & ride lot, but she didn't see how it would improve traffic flow off of Bear Creek Parkway to dump it into middle of downtown Redmond.

She said if Alternatives 2 and 3 are bad, Alternative 4 is worse, because the traffic problems are compounded by dumping it into the downtown, when people could currently go to the end of Leary Way and bypass all of Redmond. If they don't choose to do that, taking them out on to 159th Place NE at an angled intersection, which everyone says is bad, won't solve anything either. All the traffic would be on a narrow bridge that is currently not pedestrian friendly, and would only increase its undesirable nature.

In conclusion, Ms. Tracy said she was still unclear as to why the Council has directed this end of Bear Creek for its first development. It would seem that the east end currently has a bigger problem, and needs our money and attention more. Whatever road you choose will only cost more money later, and you seem determined to do something, whether the community thinks we need it or not. She said she would propose straightening out Alternative 3 somewhat, and save all the businesses and open space and trees possible.

ADJOURNMENT

The meeting adjourned at 8:50 PM.